

DIED

Mrs. Mary E. Moore died Wednesday morning, March 19, of pneumonia being 71 years of age.

The body will be taken early Thursday morning to Oswego Kan., where interment will be made.

The deceased was born November 7, 1841 in Platt county, Missouri. Three children, Chas. Moore, Sapulpa, Ok., Mrs. E. A. Fountain of Oswego, Kan., and Mrs. Thos. Shelby, of Kansas City, attended their mother during her illness.

ARM BADLY TORN

Mrs. Chas. Williams had the misfortune to have her arm badly torn and lacerated Wednesday by being caught in the mangle at the E. & F. Laundry at which she was working.

Her arm, from the elbow to the fingers was badly torn and pieces of flesh were hanging from the member.

Drs. Hagler and West were called and the injured member was carefully dressed. No bones were broken.

CENTRAL

We are having some nice weather again.

Mr. and Mrs. Perry Robison, of Exeter, visited with her father D. S. Dorris and family, Sunday.

Earl Campbell visited Miss Gladys Selvege, Sunday evening. "Uncle" Geo. McKee went to Monett, Monday, with Boyd Campbell to see Dr. Jones.

Miss Zona Ash visited with Miss Bertha Davis, Tuesday.

Clarence Long and wife and son visited with Mr. and Mrs. Segil Henderson, Sunday.

Mrs. Lamont Herrell and Jewell Sexton visited Mrs. M. E. Ash, Monday.

Rev. Goodnight preached at Mt. Joy Saturday night and Sunday.

Beulah and Ennis Gipson, Eula and Osa Pink and Rev. Francis Goodnight took dinner with N. E. Blakeslee and family, Sunday.

PANSY

Misses Wilma and Grace Smerdon went to Springfield Thursday to attend the oratorical contest.

Mr. and Mrs. W. W. Campbell accompanied their son Ralston, who represented the Monett schools in the Southwest Missouri Teachers Declamatory contest, to Springfield Thursday.

RHEUMATIC SUFFERERS FIND QUICK RELIEF By the use of SWANSON'S "5-DROPS"

The Great Remedy for Rheumatism, Lumbago, Sciatica, Gout, Neuritis, Migraine, Headache, Stiffness, Pain, Swelling, Inflammation, etc.

It is a preparation for both internal and external use that gives quick relief to the sufferer. Applied externally it relieves all aches and pains. Taken internally it cures the most stubborn rheumatism and restores the system to a healthy condition. Sold by Druggists.

One Dollar per bottle, or sent prepaid upon receipt of proof of purchase in your locality. SWANSON RHEUMATIC CURE COMPANY, 108 Lake Street, Chicago.

SWANSON'S PILLS

Best Remedy for Constipation, Sick Headache, Sour Stomach, Bloating and Liver Troubles. 25c Per Box at Druggists.

SKIN SORES Easily and Quickly Healed

Those who suffer from skin eruptions know the misery. There is no need of suffering. You can easily get rid of it by a simple and inexpensive preparation known as the Five-Drop Salve. It is a carefully compounded ointment that for fifteen years has given a soothing, healing remedy for eczema, pimples, running sores, wounds, burns, salt rheum, ringworm, bites and acne. A single application will usually give immediate relief. The burning, irritating inflammation quickly subsides and the sores dry and disappear.

The Five-Drop Salve is now put up in 25 and 50 cent packages and sold by nearly all druggists. If it is not obtainable in your locality you can order direct from Swanson, R. C. O., 108 Lake St., Chicago, Ill., and it will be sent postpaid upon receipt of price. It is an excellent remedy for atrocious affections, cracked skin and scaly humors.

REPLY TO "CLOSE OBSERVER"

EDITOR MONETT TIMES:--

My attention has been called to an article appearing in your columns signed "A Close Observer," upon the subject of "Safety First."

I have intended replying to this article for some time, but absence from St. Louis and press of other matters prevented. The point "A Close Observer" makes affords me an opportunity of which I am glad to avail myself.

In its essence he questions the sincerity of Frisco officials and employees in this "Safety First" movement, and calls attention to a defect which should have been corrected but was not. I do not for a moment question the sincerity of "A Close Observer" when he says he is a believer in "Safety First," once, always and forever, and I request the same faith from him in my response.

It is self evident to all that nothing is perfect; that imperfections exist; that an imperfection develops today that did not exist yesterday, and occasionally in such form that they cannot be rectified promptly, sometimes not at all, but as fast as imperfections jeopardizing employees or patrons of the Frisco are known, and the Company possesses the ability, financially or otherwise, to rectify them, such imperfections will be corrected. The fact that a roundhouse man on the one occasion "A Close Observer" mentions failed to make a repair on an engine he ought in the interests of safety to have made, or that he failed many times to do his duty, or that any other officer or employee fails at times to do those things safety dictates, does not in the slightest degree furnish ground for argument against the "Safety First" plan for accident prevention. On the contrary such failures of the human element, whether in officer or man, furnishes the strongest reasons for the existence of the "Safety First" movement, and indicates the directions its efforts can most successfully be extended in supplying a remedy for prevention of accidents that no set of rules, however rigid, nor set of officers however efficient, have ever been able to adequately afford.

In its efforts to secure greater safety in work and travel on the Frisco, the Central Safety Committee has caused to be distributed among all employees printed cards, which they are requested to carry and use in informing the Division Safety Committees when an imperfection is found by them which may jeopardize the safety of employees or others. It does not matter whether these cards are signed with the name of the person sending them, so long as the report is made in good faith. A card from one who conceals his identity under the signature of "A Close Observer" will receive honest attention. The real point at issue is the information that an imperfection or condition exists which endangers the lives or limbs of Frisco employees or its patrons.

If "Close Observer" will use these cards giving the details of any dangerous condition which he might observe, or if any other employee—whether he uses his own name or not—will use these cards in calling the attention of a Division Safety Committee to anything not conforming to the "Safety First" idea, he will be doing himself, his fellow employee and the Frisco Company a favor, and more than that, he will be doing his duty.

I again repeat that the essential thing is that these cards be used by everyone. The Division Safety Committee or its chairman will send cards to anyone who may not have access to a supply, but they should be used and the more they are used the greater will be the reduction of personal injury accidents on the Frisco railroad.

The prevention of personal injury on the Frisco or any other railroad, of course, involves the

elimination of unsafe condition or things. It also involves, and many who have studied the subject, think more importantly, the correction of unsafe men. For example and illustration, every railroad employs a force of car inspectors and car repairers at division and terminal points along its road, whose express and sole duty it is to make careful inspection of cars to discover any defects liable to imperil their safe movement over the road, or the safety of the men whose duty it is to operate the trains and handle these cars, or the safety of persons who ride in such of these cars as are designed for carrying of passengers. It is common knowledge that frequently defects in freight car appliances that trainmen are required to use in the performance of their duty, escape the attention of the inspectors and are not repaired by the car repairers, or perhaps some chance taking inspector, callous to his obligations to give protection to trainmen, will pass up a defect for discovery and remedy by the inspector at the next inspection station. When the "Safety First" spirit is adequately aroused among all employees on the Frisco and they realize that there is no work they can engage in so humanizing and which can afford them greater self gratification and make them happier than in doing what lies within their individual power to aid in preventing injury to their fellow man and associates in work, there will be hundreds of pairs of eyes watching out for dangerous things, to every one pair of eyes now so engaged, and the dangerous things will disappear and so will the negligent car inspector, for he will quickly catch on to the fact that while he might be able to conceal his derelictions from discovery by his boss, or excuse them on some ingenuously conceived pretext, that he can neither conceal from or deceive all of his associates in work, and he will feel the force of the most corrective discipline that can be administered to mankind—silent discipline that comes from the dis-esteem of our associates and companions. These remarks have equal applicability to the heedless engineer who does not ring his bell before moving his engine, by reason of which a fellow engineer who stepped on the track is knocked down and both his legs cut off, as happened on the Frisco, or under the same circumstance kills a conductor as occurred in Chicago, or which resulted in the killing and maiming of 352 brakemen in one year on the railroads of the United States, who were caught and crushed between cars by their unexpected movement; to the careless station man who leaves his baggage truck near the track, which sweeps brakemen off side ladders of cars to their death (of frequent occurrence) or lets truck handle lay on station platform for persons to stumble over and cause serious injury to patrons; to the brakeman who won't go back and flag, and who for this reason killed and injured over 3300 persons in the United States in the year 1911, and the destruction of \$250,000 worth of property, or who thoughtlessly leaves cars on the side track not in clear man on side of car on adjoining track, by reason of which his fellow brakeman on the same or other trains are destroyed. The spirit that animates this safety movement will prevent this and similar catastrophes, and it is the only thing that will do it, all other remedies having proven inadequate.

The Frisco was the second railroad in the world on which the "Safety First" movement was inaugurated. This movement was thereafter installed on many other railroads, so that within less than two years this movement was in active operation on 46 of the most important lines of railroad in the United States and Canada, embracing 152,518 miles of track, and having

in their employ 750 persons.

No movement in the history of the world ever spread with such rapidity as the "Safety First" movement. The reason is that this movement for the preservation of life and limb, the most precious of our possessions, but of which we have been much less careful than with our money or property, appeals to the heart of humanity; it appeals to those who realize that they may be the next victim; it appeals to the dependent wives and children, to the fathers and mothers of the workers, and it appeals to the community in which they reside. No good or great thing has ever come into existence without raising up some person to cavil at it. The Safety movement possesses too much virility to be checked even momentarily by petty criticisms. "A Close Observer" who declares himself for "Safety First and Forever," should make his daily actions harmonize with his declaration by putting his shoulder to the wheel and aid the others in their efforts to bring genuine safety in work and travel on the Frisco to as close a realization as possible for human effort to do. Then will the best and safest railroad men in the country flock to the Frisco for employment, and all its trains will be loaded to overflowing with passengers and freight, for the safest road is the one which passengers, shippers and employees alike, are looking for.

A Frisco woman recently wrote: "I hope the day may speedily come when all Frisco men will understand the motive of the "Safety First" movement, and go to their work with its precepts uppermost in their minds. "When thought and action of the right sort are combined, good results are sure to follow."

W. B. SPAULDING, Chairman Central Safety Committee, Frisco Lines.

ENTERTAINED AT WHIST

Mrs. A. W. Wightman and Mrs. C. C. Mills entertained at Whist on Wednesday afternoon at the home of the latter. Mrs. A. Cole was the lucky winner of the prize for proficiency and Mrs. A. E. Burns was presented with the consolation prize. An elegant two course lunch was served.

The guests were Mesdames A. Cole, L. C. Musser, Flora Kahn, Chas. Ring, Geo. Edgar, Al Livesay, W. M. West, H. Ward Day, Geo. Morrow, Harry Fleming, F. T. Watson, Frank Boehm, J. J. Davis, W. R. Connerly, W. S. Lewis, A. E. Burns, Oliver Gullick, C. C. Cook, L. D. McKee, C. W. Johnston, Creed Lewis, S. A. Chapell, Geo. Miller, C. W. Lehnhard and Tony Browning.

Licenses To Wed.

John Martin, Exeter
Maud Mitchell, Washburn
George D. Edwards, Monett
Anna C. Baldwin, McDowell
L. Albertson, Rocky Comfort
Edna Dorris, Osborne, Ark.
E. Williamson, Cassville
Luella Lloyd, Shell Knob

John Boehm has returned home from the medical college at St. Louis to spend his Easter vacation.

FREE BOOK

On the treatment of Horses, Cattle, Sheep, Dogs, Hogs, Poultry, Birds and Trained Animals, mailed free.

For Every Living Thing on the Farm Humphreys' Veterinary Specifics.

A. A. For FEVERS, Mink Fever, Lung Fever.
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D. D. For WORMS, Bots, Grubs.
E. E. For COUGHS, Colds, Influenza.
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H. H. For KIDNEY and Bladder disorders.
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J. J. For BAD CONDITION, Indigestion.
60 cts. each bottle.
Veterinary Oil for Hoofs &c. \$1.00.
Stable Cake, full outfit \$7.00.
At druggists or sent prepaid on receipt of price.
Humphreys' Homeo. Medicine Co., Cor. William and Ann Streets, New York.

PROCEEDINGS IN CIRCUIT COURT

MONDAY, MARCH 17

State vs Homer May, parole, defendant discharged

State vs Joe Brooks, parole, continued

State vs Bill Painter, parole, discharged

State vs W. H. Morecamp, parole two cases, continued

State vs Willie Wamples, parole, continued

R. Kelly vs W. H. Hopkins, on note, change of venue to Greene county

W. H. Holman vs St L & S F R Co, damages, judgment for plaintiff for \$50

B. F. Johnson vs St L & S F R Co, damages, judgment for plaintiff for \$27.50

B. F. Johnson vs St L & S F R Co, damages, judgment for plaintiff for \$50

S. L. Shipman vs St L & S F R Co, damages, continued

G. R. Galloway vs St L & S F R Co, damages, judgment for plaintiff for \$500

A. J. Hawkins vs St L & S F R Co, damages, change of venue to Newton county

J. A. Kreitzer vs St L & S F R Co, damages, change of venue to Newton county

Arthur Jay vs Peter Luney, damages, change of venue to Stone county

State vs John Calton, assault, plea of guilty, fine of \$10 and costs

State vs Wm. Hudson, assault, dismissed

State vs Grover Beck, et al, larceny of timber, defendants Grover Beck and Ed Beck plead guilty, fined \$50 each, paroled for term of 12 months. Defendant Dan Beck discharged

TUESDAY, MARCH 18

Battreal Shoe Co. vs J. H. Davis & Sons, account, continued

H. B. Withers vs D. F. Fare, damage, change of venue to Jasper county

State vs Morris Stipps, delivering whiskey, plea of guilty, fine of \$1000, paroled for 6 months.

Mrs. Grace Jones has traded the property on Third street known as the Brite residence, to Wimsatt Bros., for a 5-acre tract near the Kelly Creek bridge.

REV. C. F. SCRIVENER DIES AT INDEPENDENCE

Independence, March 19.—Following a brief illness from appendicitis, Rev. C. F. Scrivener died early this morning in the hospital at Independence. He was forty-five years of age, and one of the best known ministers of the M. E. Church, south, in Southwest Missouri.

In addition to being a graduate of Drury college, Rev. Mr. Scrivener was for a time pastor of Campbell Street M. E. church, south. He also was pastor at various times of churches of the same denomination at Marshfield, Neosho, Carthage, Monett and Mount Washington, going from the latter place to Independence.

Three years ago Mrs. Scrivener died, and her burial occurred in the Springfield Maple Park cemetery. The body of the husband will be taken to Springfield Thursday morning.

MISSIONARY MEETING

The Woman's Home Missionary Society held a very pleasant meeting at the home of Mrs. Wm. Kines on Central Ave. Wednesday afternoon March 19. Miss Alma Jones, missionary to Mexico and Mrs. J. V. Boyd of Joplin were present and gave interesting and helpful talks on home and foreign missions. Those missing this meeting were deprived of an opportunity both interesting and profitable. The attendance was very good. The hostess, Mrs. Kines, assisted by Mrs. Henry Tutt and Mrs. H. L. Carson, served dainty refreshments, and made the afternoon a pleasant one for all in attendance.

Mr. and Mrs. John Hoberg were called to Yoakum, Texas, Wednesday, by a telegram stating that Mrs. H. C. Moore was seriously ill. Mrs. Moore and Mrs. Hoberg are sisters.

Mrs. E. C. Drowley entertained at dinner Wednesday Mrs. J. C. Boyd of Joplin, Miss Alma Jones of Mexico, Mrs. Pletzenzer and little daughter of Monett. Mrs. Drowley was assisted by her daughter, Mrs. Bessie Wines.



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The number hatched doesn't determine the season's profits; it is the number raised. Give all chicks

Pretty White Diarrhea Remedy

to prevent intestinal troubles, and

Pretty Baby Chick Food

to insure lusty growth. This combination will positively raise more and better chicks.

Remedy: 25c & 50c
Chick Food: 25c, 50c, \$1

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S. E. Johnson